(l)	(2)
(d) if the vehicle is a heavy goods vehicle or heavy passenger motor vehicle.	40
(e) if the vehicle is a heavy goods vehicle, or heavy passenger motor vehicle used by the fire brigade.	50
(4) Any other case not covered by entry (1), (2) or (3)	30

2. This notification shall come into force on the first day of July, 1989.

Vide S.O. 425 (E), dated 9th June 1989. published in the Gazette of India, Extra. Pt. II. Sec: 3 (ii), dated 9th June, 1989.

Maintenance of Amritsar-Pathankot sector on NH-1

1954. SHRI VARINDER SINGH BAJWA: Will the Minister of SHIPPING, ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether it is a fact that the maintenance of Amritsar-Pathankot sector of the National Highway No.l is most unsatisfactory;

(b) the expenditure incurred on its maintenance during the last three years ending 31st March, 2007, year-wise and how it compares with the all India expenditure on maintenance of the highways per year and per kilometer;

(c) whether there, is any proposal to widen some of its very narrow stretches like Pathankot-Dinanagar; and

(d) if not, the reasons therefor, indicating the particular stretches to be widened, expenditure to be incurred and the likely date of completion?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING, ROAD TRANSPORT AND HIGHWAYS (SHRI K.H. MUNIYAPPA): (a) The National Highway 15 (not NH-1) between Amritsat-Pathankot is maintained in traffic worthy condition with in the funds made available for maintenance of National Highways except at few locations which have been damaged due to heavy rains.

(b) The expenditure incurred on die maintenance of this road during the last three years is given aS, under.-

PUNJAB

Description	2004-05	2005-06	2006-07
Maintenance Expenditure	Rs. 143.96 lacs	Rs.599.88 lacs	Rs.90.63 lacs
Total length	100.82 km.	100.82 km.	100.82 km.
Cost per km.	1.431acs/per km.	5.95 lacs/per km.	0.90 lacs/per km.

The expenditure is comparable with the all India expenditure on maintenance of National Highways.

(c) and (d) Four laning of Amritsar-Pathankot has been approved under NHDPII1 which also includes widening of structures. As per DPR submitted by Consultant, provision for construction of Dina Nagar bypass has been made. Therefore, there is no proposal at present to widen any structure in Dina Nagar.

Condition of Highway Nos. 55, 31 and 31A

†1955. SHRI SAMAN PATHAK: Will the Minister of SHIPPING , ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether Government are aware of the deteriorating condition of Highway Nos. 55, 31 and 31A;

(b) the steps being taken by Government to improve these Highways;

(c) whether Government are considering to provide a package to save these Highways which is the only lifeline of Darjeeling and North East; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING, ROAD TRANSPORT AND HIGHWAYS (SHRI K.H. MUNIYAPPA): (a) and (b) National Highways Nos. 55, 31 and 31A are kept in traffic worthy conditions for smooth running of the traffic under different development and maintenance programmes undertaken from time to time depending upon availability of fund and inter se priority.

(c) and (d) Four/Six laning of National Highway No. 31 from Pumea in Bihar to Siliguri in West Bengal and Bijni in Assam to Jalukabari in Assam is in progress as part of East-West Corridor. From Siliguri to Bijni, an alternative alignment passing through Mainaguri, Dhupguri, Falakata, Sonapur and joining the original alignment near Salsalabari oh NH-31C in West Bengal is identified as part of East-West Corridor and its DPR is in progress. Four laning of the stretch of NH-31 from Bakhtiarpur to Purnea in Bihar is also identified under NHDP Phase-Ill. Similarly, improvement of National Highway No. 31A is included in Phase-A of Special Accelerated Road Development Project for North-Eastern Region (SARDP-NE).

Accidents of old supply vessels

1956. DR. M.A.M. RAMASWAMY: Will the Minister of SHIPPING, ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether there have been fatal accidents of supply vessels which are 25 years and above old;

(b) if so, the details thereof;

(c) whether any enquiry has been ordered in such cases;

(d) whether it is a fact that old vessels are being used as supply vessels by ONGC which are highly vulnerable to storms; and

---

†Original notice of the question was received in Hindi.